

AMERICAN SHIPS TOOK SUPPLIES TO SUBMARINES

Sensational Testimony Regarding Presence of German U-Boats in Atlantic Ocean Is Given by Sailors Who Had Difficulties with Capt. Hogstead of the Manitowoc

**CARRIED BIG CARGOES
BENEATH THE COAL**

United States Government Is Investigating Treachery on the Part of Ships of American Transatlantic Line, Which Fly the American Flag

San Juan, Porto Rico, May 5. Correspondence of the Associated Press, May 8.—There are German submarines in the Atlantic and until very recently they have been supplied from the United States by ships flying the American flag, according to statements by members of the crew of the Manitowoc, which for several weeks was detained in the harbor at St. Thomas. Twenty-one of the crew are returning to the United States after difficulties with Captain Hogstead, master of the ship.

The members of the crew of the Manitowoc say that the vessel and the Muskegon and the Oldquash, all of the same line, were supposedly carrying coal and other fuel supplies from the United States and, in fact, they say they were loaded with contraband for German submarines.

"When we left New York last we were supposed to have a cargo of coal exclusively," said one of the crew. "Underneath the coal were all sorts of field and food supplies. Between St. Thomas and Buenos Aires we got rid of our cargo on the high seas to German submarines. We had no cargo when we reached Buenos Aires. At Buenos Aires the three ships all took on general food cargoes of oil and other fuel supplies which were covered over with hundreds of tons of coal."

On the Manitowoc there were also placed two iron chests filled with gold, each supposed to contain \$250,000, and, according to the men, hidden under the coal. While the ships were awaiting orders at St. Thomas island they were transferred to the United States and they were not allowed to sail.

Washington, D. C., May 8.—The government is investigating the activities of the steamers Manitowoc and other vessels of the American Transatlantic company, which are said to have carried supplies to German submarines in the Atlantic.

This was disclosed at the navy department today, but no details of the steps taken were given out. The company has offices in New York and Boston and its ships fly the American flag. Officials here will not say what aroused their suspicions, but admit that the ships had been held for investigation at St. Thomas, Virgin Islands, by order of the navy department. Both the state and justice departments have been taking part in the investigation.

**\$1,000,000,000 FLEET IS
TO BE ASKED FOR**

Great American Fleet Is Sought by National Shipping Board to Counteract the Submarine Menace.

Washington, D. C., May 8.—Congress will be asked to appropriate \$1,000,000,000 for building a great American fleet which is to overcome the submarine menace. The program evolved by the shipping board contemplates the diversion to government uses of products of every steel mill in the country, the cancellation of existing contracts between those mills and private consumers and, where necessary, the payment of damages by the government to parties whose contracts are cancelled.

**\$4,000,000 LOSS
ON SINGLE SHIP**

Greek Steamer Parthenon Was Sunk by a German Submarine—New York for Havre on April 14.

New York, May 8.—The Greek steamer Parthenon, which left New York April 14 for Havre, has been sunk by a German submarine with a loss of \$4,000,000 to the vessel and cargo, according to a dispatch to the owners today.

London, May 8.—The Norwegian foreign office reports that the Norwegian steamers Toksa, Vale and Tromp have been sunk by German submarines, says a Central News dispatch from Christiania. Three men were lost from the Vale.

DRASTIC CHANGES

Were Made in War Revenue Bill and Work Is Not Complete.

Washington, D. C., May 8.—In an extended session last night, the House ways and means committee wrote new and drastic liquor and inheritance taxes in the war revenue bill but there are still disagreements over many sections and about \$200,000,000 short of the \$1,800,000,000 was voted to raise. The leaders hoped to complete the measure today. Changes in liquor taxes, it is predicted, will result in almost \$50,000,000 additional revenue.

**TO HELP FRENCH
BUILD ROADS**

United States Will Send Nine New Volunteer Regiments to France at the Earliest Possible Moment.

Washington, D. C., May 8.—Arrangements were made today to recruit between 11,000 and 12,000 expert railway men for the nine new volunteer regiments of army engineers to be sent to France at the earliest possible moment to repair and build the railroad lines needed urgently in the big push against the German line. They will be the first American troop units to serve on French soil.

Recruiting for the regiments and the organization of each force will be directly under the control of each regiment. Recruiting machinery of the regular service of the National Guard will be placed at their service and it is hoped the enrollment of the troops will take little time. The recruiting points will be New York, Chicago, St. Louis, Boston, Pittsburgh, Detroit, Atlanta, San Francisco and Philadelphia.

Officials believe the great railroad brotherhood will co-operate, throwing the strength of the unions behind the recruiting efforts. The railway companies already are so organized under the council of national defense that their co-operation is assured. The engineers and officials of the lines who offer themselves will be selected in such manner as not to cripple the operating forces of any company.

The decision to send the engineers is understood to have grown out of conferences here between government officials and members of the French and British war missions. One of the greatest problems of the war has been that of maintaining adequate supply lines and the railroads are the vital element of the system that feeds men, shells and food toward the fighting front from channel ports and from France.

America is preeminent in the field of railway engineering and the best talent and experience the nation can provide in that line will go into the new regiments, each of which would be able to undertake all or any part of the work of building or operating a whole railway system.

**FRANCE IS LOANED
\$100,000,000 MORE
FOR MAY EXPENSES**

Secretary McAdoo To-day Turned Over the Money to Ambassador Jusserand at Washington.

Washington, D. C., May 8.—France today received \$100,000,000 that the United States has loaned to her to meet her expenses in this country during May. The amount was transferred by Secretary of the Treasury McAdoo to Ambassador Jusserand by treasury warrants.

AT LINCOLN'S TOMB.

Joffre and Viviani Paid Tribute to the Emancipator.

Springfield, Ill., May 8.—Marshal Joffre, hero of the Marne, paid tribute to the memory of Lincoln at the emancipator's tomb yesterday and with the others of the French commission received an enthusiastic welcome at the capital of Illinois.

Marshal Joffre silently placed a wreath upon the Lincoln sarcophagus. With bowed heads and doffed caps, the French hero, Rene Viviani, vice-president of the French council of ministers, and the military and civil officials who accompanied them, filed into the tomb and paid honor to the war president and left without a spoken word.

**GREAT ENTHUSIASM
FOR BALFOUR WHO
CAME TO SENATE**

After a Reception in Their Honor on the Floor of the Senate, the British Were Entertained at Luncheon.

Washington, D. C., May 8.—Foreign Minister Balfour, Lieutenant General Bridges and Admiral De Chair of the British mission were received today in the Senate with a demonstration which rivaled the enthusiasm and acclaim of their reception recently in the House. After a reception on the Senate floor, the party was entertained at luncheon by Vice President Marshall.

FRENCH MISSION IN WRECK.

Slight Derailment of Train Occurred Near Arcola, Ill.

Arcola, Ill., May 8.—Members of the French mission to the United States were severely shaken up, but otherwise uninjured, when the special train, aboard which they were returning east from their middle western tour, was derailed one and one-half miles from here at 7:25 o'clock last night.

William Nye, in charge of the United States secret service detail attached to the party, made a thorough investigation of conditions surrounding the wreck and announced as his opinion that it was entirely accidental.

Rene Viviani, French minister of justice and head of the mission, Marshal Joffre and others attached to the party, were dining at the time of the accident. Only the forward truck of the diner, however, left the rails and the jar was comparatively slight.

INDECISIVE FIGHTING YET

British and Germans Are Deadlocked in Village of Bullecourt

**FRENCH REPULSED
COUNTER-ATTACKS**

Violent Artillery Engagement on Vauclerc Plateau and Near Craonne

London, May 8.—The fighting continued yesterday in and around the village of Bullecourt, Reuter's correspondent at British headquarters telegraphs to-day. A party of 300 Germans who succeeded in forcing their way to the southwest corner of the village were held up and punished heavily.

London, May 8.—The official report from the British headquarters in France last night reads as follows:

"This afternoon the enemy launched his third counter-attack upon our new positions south of the Souchez river. The first wave of assault to reach the slope in front of our trenches was there destroyed by our rifle and machine gun fire. The supporting waves caught by our artillery barrage were broken up. No Germans reached our trenches."

"This morning a strong body of the enemy was caught in the open in the neighborhood of Bullecourt by our artillery and machine-gun fire, suffering heavy casualties."

"Successful work was done by our air planes yesterday, in spite of a strong wind. Six German airplanes were brought down, one of which fell within our lines. One other enemy machine was driven down out of control. Three of our machines are missing."

**FIERCE ARTILLERY
FIGHTING ON**

And French Resisted Successfully German Counter-Attacks at Several Places on the Long Front.

Paris, May 8.—German counter-attacks near Vauxaillon and along the Chemin des Dames last night were repulsed by the French, the war office announced today. Violent artillery engagements occurred on the Vauclerc plateau and in the region of Craonne.

Paris, May 8.—The official communication issued by the war office last night reads:

"The enemy did not renew his attempts in the region north of Moulou de Laffaux or on the Chemin des Dames. Violent artillery fighting continued particularly near Hurbise and the sector of Craonne where our troops consolidated their positions on the Craonne plateau."

"According to the prisoners taken on that part of the front, four fresh regiments which participated in the fruitless attack last night on this plateau suffered very heavy losses."

Northwest of Rheims we carried out an isolation operation which enabled us appreciably to enlarge our positions south of Saigniel. About 100 prisoners, of whom two were officers, remain in our hands."

ALL ATTACKS REPULSED.

Berlin Reports Success for German Arms.

"On the Arras front strong artillery fire continues on some sectors. At Rons and between Fontaine and Relincourt, British attacks have been repulsed with sanguinary losses. At Bullecourt the fighting continues."

"On the Aisne strong French attacks on both sides of Craonne failed."

MORE PEACE RUMORS.

But There Appears to Be No Basis in Berlin for Report.

Copenhagen, via London, May 8.—There is still talk in Berlin, according to advices received here, that Germany will make new peace proposals this week. There is no definite basis apparent for the rumors, though the convocation of the Bundesrat committee on foreign affairs perhaps may be confirmatory of them.

DISAGREED ON ARMY BILL.

Senate and House Conferers Meet Again To-day.

Washington, D. C., May 8.—Conferers on the army bill in a four-hour discussion yesterday failed to reconcile the differences between the bill as it passed the two houses and adjourned until today. A decided difference of opinion arose over the Senate amendment which would permit Col. Roosevelt to take an expeditionary force to France and unless it is smoothed out the bill may have to go back to the two houses for further action.

Other points of differences included the prohibition amendment inserted by the Senate and the age limits of men subject to the selective draft. The Senate bill fixes the limits between 21 and 27 and the House between 21 and 40.

Although there was talk last night of a compromise by which the Senate would get the Roosevelt volunteer amendment and the House the age limits as fixed in its bill, it was said there was nothing tangible in yesterday's conferences to make this appear more than a possibility.

Representative Dent and several other House conferees were among the leading opponents of the volunteer system as against the selective draft when the bill passed the House, and they have insisted in conference that the House having turned down the volunteer provision they cannot now support it in conference by accepting the Roosevelt amendment.

The Senate conferees were opposed to the volunteer system, but the Senate itself by a large vote inserted the Roosevelt amendment.

B. & M. MUST HAVE 15 PER CENT. RAISE IN RATES—HUSTIS

Temporary Receiver for Prominent New England Transportation System Testified Before Interstate Commerce Commission.

Washington, D. C., May 8.—James H. Hustis, temporary receiver for the Boston & Maine railroad, told the interstate commerce commission today that he could see no hope of relief for his railroad unless permission was granted to increase rates 15 per cent.

In closing his statement, Mr. Hustis said: "Based on the traffic for the calendar year 1916, which considerably exceeded the figures for any other year in the history of the road, the proposed increase in freight rates would add approximately \$4,600,000 to the freight revenue of the Boston & Maine. It has already been pointed out that the estimated increase in expenses for the current year, based on the same amount of traffic as the previous year, will amount to about \$7,250,000."

"The increase in the expenses as estimated will, therefore, exceed the estimated increase in revenue by \$2,650,000 a year at the present time. For the calendar year 1916, the Boston & Maine's balance, after payment of fixed charges with no dividends, amounted to less than \$4,800,000, which was the largest balance in the history of the road."

"From this it is evident that the Boston & Maine not only needs the proposed increase of 15 per cent in freight rates now under discussion, but considerably more, if its credit is to be restored, and it expects to apply to the commission in the immediate future for further changes to meet its particular requirements. But it has felt that this application for a horizontal increase of 15 per cent lies at the threshold of the case, ought to have precedence, and should not be complicated by the peculiar situation of the New England roads."

"The efficiency of the Boston & Maine railroad system is essential to the prosperity of that portion of the New England states through which it passes. It is also essential to the proper protection of the coast and of the population in time of war. The system can only be made efficient by the expenditure of large sums of money, and these sums can only be obtained by making good the credit of the system."

"There is but one source from which this credit can come and that is the assurance that the receipts from fares and freight will be sufficient to meet the interest upon the money invested in the property. It is confidently believed that the people of New England, and the people of the United States generally, are ready to have rates and fares put at a figure which shall ensure a proper income to the railroads which serve them. The people realize that an efficient railroad system is of very great pecuniary value in business and to manufactures."

"If the dictates of public opinion are to be followed, if the population and property of New England are to be protected from a foreign enemy in time of war; if the manufacturer, shipper and consumer of New England and of the United States are to be furnished with proper railroad facilities, this increase now sought for is an absolute necessity."

**WILSON CRITICIZED
BUT HAS HIS WAY**

Senate Eliminated Modifications in Embargo Section of Espionage Bill After Much Fault Finding.

Washington, D. C., May 8.—President Wilson was attacked in the Senate yesterday for failure to take Congress into his confidence on matters of legislation and particularly those questions that have come up in relation to the international situation in the last few months.

Both Democrats and Republicans joined in the discussion. It was held behind closed doors and senators after it had progressed for some time were reminded that they were pledged to secrecy.

Indignation arose over the announcement by Majority Leader Martin that the president was extremely anxious that the Senate reconsider its action of last week in modifying a provision of the administration espionage bill relating to embargoes on exports. Senators Lodge, Fall, Reed and others declared that the Senate would never have been put in the position of having to reconsider its action if the president had called in leaders before the bill was sent to the capital and explained the need for this legislation.

Criticism was directed also to the fact that no members of the Senate or House were invited to participate in White House functions in honor of the visiting British and French missions, and the attitude of members of the president's cabinet toward the legislators came in for some vigorous condemnation.

After five hours' debate behind closed doors, the Senate eliminated the modifications in the embargo section to which President Wilson objected.

FARMERS HANDICAPPED.

High Cost of Grain and Labor Pointed Out as Cause.

Rutland, May 8.—The three important questions discussed at the meeting of the Rutland county branch of the New England Milk Producers' association held at the Rutland hotel yesterday were: "How to keep cows on the farms, how to get grain for them and how to get labor to operate the farms."

It was generally agreed that the members would make their farms self-supporting as far as possible. Owing to the high cost of grain and labor the members claim that they are not making any money at the present wholesale price of milk. Resolutions suggested by the association were adopted.

WANTS TO FIGHT.

Bannwart, Senator Lodge's Assistant, Enrolls for Plattburgh.

Boston, May 8.—Alexander Bannwart, who engaged in a fist encounter with Senator Lodge while acting as a member of a peace delegation at Washington several weeks ago, enrolled yesterday for the officers' reserve training camp at Plattburgh.

Bannwart said he regretted his trouble with Senator Lodge and was anxious to do his share in the present crisis.

GREEKS DYING OF STARVATION

Allied Blockade Has Resulted in Many Deaths, Says the Official Report

**GREATEST DISTRESS
EXISTS IN EPIRUS**

Forty Deaths Are Reported to Have Occurred There

Washington, D. C., May 8.—An official dispatch from the Greek government communicated to the state department by the Greek legation says that the allied blockade of the Greek coast has resulted in many deaths from starvation. The greatest distress appears to exist in Epirus, where 40 deaths occurred.

100 DELEGATES EXPECTED

At Washington County Sunday School Convention in Barre.

The annual convention of the Washington County Sunday School association will be held in the Barre Congregational church to-morrow. Delegates from the 50 schools of all denominations in the county are expected to be present, making a gathering of 100 or 150 enthusiastic church school workers from out of town. The general theme of the convention is to be "The All-Inclusiveness of Religious Education," and the program will be most helpful from 10:30 in the morning until 9 o'clock at night. Everybody in Barre interested in Sunday school work should make an effort to attend all three sessions.

The principal address of the forenoon session will be full of interest and life, being given by Rev. J. J. Hull of Portland, Me. Mr. Hull is a forceful speaker and will interest all working with organized classes. This address will be followed by departmental conferences—elementary, teen age, adult and home department, led by the superintendents of these departments.

The afternoon session will be addressed by Rev. Lewis C. Carson, D. D., of Montpelier on "The Aim and Purpose of the Sunday School," and by Rev. Charles A. Boyd, state secretary, on "The Value of a Goal." A special feature of the evening session will be the chorus of 50 mixed voices from the local churches and schools and a chorus of male voices. The program of the evening will begin promptly at 7:30 and is as follows:

Voluntary—Pilgrim's chorus from "Tannhauser," by R. Wagner, organ and piano.
Chorus—"Song to Our Fathers," by William W. Sleepers.
Hymn—"Faith of Our Fathers," "Stand Up for Jesus."
Scripture and prayer.
Response.
Chorus—"God Is Love."
Offertory.
Men's chorus—"Win Them, One by One."

Mr. Hill's address—"Vision and Dreams."
Philatelic national hymn—"Onward Christian Soldiers."
Mrs. Hendrick's stereopticon lecture—"Inspiration and Education."
Song—"America."
Benediction.

SPAULDING'S BEST SCHOLARS.

Names of Those Taking High Rank Announced.

The class leaders in scholarship at Spaulding high school were announced today as follows:

First Grade.
Freshmen—Ralph Duffie, Corinne Eastman, Mary Goals, Helen Gordon, Lucy Lucchina, Pietro Pironi, Lucy Wells.
Sophomores—Henry Bission, Doris Bradley, Janet Brook, Oreste Gianni, Emma Trentini.
Juniors—Alice Downing, Hildreth Martin.

Second Grade.
Freshmen—Orpheus Bizzozero, Harold Blackmore, Isabella Booth, Violet Borgh, Angie Buzzi, Ida Gould, Gladys Johnson, Aldo Poletti, Ordo Spear, Carroll Tucker, Lena Valli, Irma Vanetti.
Sophomores—Daniel Bertrand, Belmont Houghton, Marjory Love, Floyd Mitchell, Helen O'Keefe.
Juniors—Mary Shorey, Vivien Marrior, Doris Eastman.
Seniors—Isobell Gall, Myrtle Gow.

DEATH OF SCHOOL GIRL.

Esther Alexander, Daughter of Mr. and Mrs. Henry Alexander.

Esther Elaine Alexander, the younger daughter of Mr. and Mrs. Henry Alexander of 13 Branch street, died unexpectedly at the City hospital soon after noon today. The child submitted to an operation for appendicitis Thursday, and although at the outset her condition seemed to be improving, last night there was a change for the worse. Besides her parents she leaves a sister, Miss Grace Alexander, and two brothers, Howard Alexander, attached to the naval training school at Newport, R. I., who is home on leave, and Edwin Alexander of this city.

The deceased was born in Barre Aug. 3, 1904. She was a student in the seventh grade at the Mathewson school, where she was warmly esteemed by teachers and her schoolmates. The child possessed a sunny disposition and her lovable nature had endeared her to many acquaintances. She was an attendant at the Congregational church. It is expected that the funeral will be held Thursday, although arrangements have not been completed.

NEWSPAPER BURNED OUT.

Kenebec Leader Building Had Serious Loss.

Gardner, Me., May 8.—The building occupied by the Kenebec Leader, an afternoon newspaper, was burned to-day, with a loss of \$10,000. The fire started in the basement and quickly spread through three floors.

NO ONE WAS HURT AS TRAIN PLUNGED NEAR SO. BARRE

Some of the Passengers Thought the Traveling a Bit Rough Till They Learned the Cause for the Jouncing.

A southbound train over the Williams-town branch of the Central Vermont railroad was derailed near the Jackson crossing a mile south of South Barre late yesterday afternoon and by a combination of fortuitous circumstances some ten or a dozen passengers, the entire train crew, consisting of Engineer Michael McMahon, Conductor Charles R. Simmons and brakeman Charles Hoyt, together with the express messenger, Frank Nelson, escaped injury. After riding a distance of nearly 15 rods, with the trucks of the locomotive and tender, two passenger coaches and a baggage car straddling the rails, the train was stopped and passengers were able to detrain and take stock of their physical well being. Traffic was to be tied up on the branch for nearly 24 hours, but auto transportation was provided for passengers and mail to Williamstown.

It was the most damaging derailment that has occurred on Central Vermont territory hereabouts in some years and while attacks of the company advanced the theory that frost might have caused the road bed to bulge or that a rail might have split, people who examined the track after the accident were of the opinion that decayed ties, which seemed to abound along the division, might have had something to do with the derailment. From the crossing where the lower "hill" road intersects the railroad to the Jackson crossing, so called, nearly every tie had been cut in two by the wheel flanges. All told around 150 ties thus rendered more unfit than ever for railroad use, were removed from the roadbed and piled in heaps along the meadow. Only one of the passenger trucks and the baggage car and the rear trucks on the last car were on the iron when the train was halted. The strain of bumping over the worn-out ties cracked an air drum and damaged the tender trucks to a considerable extent. Apparently the locomotive was none the worse for the accident.

The train left the Barre station 20 minutes overdue, a delay occasioned by the late arrival of the afternoon mail, and the derailment occurred around 5:20 o'clock. At first the train crew and passengers alike were unaware of what had happened, but Conductor Simmons and the engineer noticed the derailment at about the same time and almost at the same instant took action. It was said that the train was not exceeding 18 miles an hour. Some of the passengers did not know of the derailment until the train stopped, while others, in giving their versions of the experience, said that they were forming private opinions about a rough road bed when the train suddenly halted.

News of the accident was telephoned to the city soon after 5:30 o'clock and C. V. officials began to get the machinery in motion for a relief expedition. George C. Kent, an employee at the Central Vermont freight office, procured an automobile and saw to it that passengers and the mail arrived at the other end of the division. Agent J. H. L. Carr advised St. Albans of the doings down this way and at 11 o'clock the wreck crew arrived in the city and proceeded at once to South Barre. First to be returned to the rails was the locomotive and through the remainder of the night the wrecking crew worked busily to restore the coaches. More strongly entrenched than any of the cars in the roadbed of rotten ties and gravel was the coal tender, but less difficulty was encountered in jacking the coaches into position and at 7:30 o'clock this morning they were conveyed to this city, the train backing into the local station in time to attach the coaches to the outbound 8:25 train.

This forenoon the locomotive was stationed at a point south of the crossing and promised to remain there until a crew of laborers should succeed in returning the coal tender to the rails. Progress was being made, however, and it was thought that service over the Williams-town branch might be somewhere near normal by tonight. In the interim the C. V. was doing all it could to relieve congested conditions of train travel to Williamstown and back by supplying an auto to carry mails and passengers connecting from inbound trains.

WOMEN ALLOWED TO VOTE

At Annual Parish Meeting of Church of the Good Shepherd.

At the Church of the Good Shepherd, the annual parish meeting was held last night, the first Monday in May, as required by the canons of the church. It was the first time in the history of the church that women were permitted to vote, and the attendance was a record. A diocesan referendum having extended the suffrage to women members. The treasurer's report was most satisfactory, showing a substantial increase over last year's record. Miss Penelope Gall, the treasurer, was commended for her splendid report, as was Mrs. W. E. Gilbert, the assistant treasurer, whose report indicated accurate tabulation of receipts and arrears. Mrs. Frank G. Howland read her report of sums received for missions. Through Mrs. Howland a new arrangement for raising funds for the missionary apportionment has brought satisfactory results.

The board of vestrymen for the ensuing year was elected as follows: John Robins, L. R. Rickert, Waldron Shieff, Charles A. Brown, E. P. Carter, W. E. Gilbert, Dr. H. H. Reid, William Fowler, Stanley Marsh, Athol Bell and H. K. Bush. The vestrymen were followed by the diocesan convention held in the church next Monday evening. Other officers elected are: Treasurer, Miss Gall; assistant treasurer, Mrs. W. E. Gilbert.

THREE YEARS IN CIVIL WAR.

James Flanagan, 78, Died in St. Johnsbury Yesterday.

St. Johnsbury, May 8.—James Flanagan, aged 78, died yesterday. He was a member of Sheridan council, K. of C., and Chamberlain post, G. A. R. He was born in Ireland and came to town when 12 years old. He served with Co. A, 11th Vermont regiment, from 1862 to 1865. He is survived by a wife and six children, Mrs. W. J. Bolcombie of Cherry Valley, Mass., William, Elizabeth, Frank and Genevieve of St. Johnsbury; also two sisters, Mrs. Kate Patterson and Mrs. Margaret Cleary of Boston.

NEW FRANCHISE IS SUBMITTED

For Guidance of the Barre & Montpelier Traction Company

**BARRE CITY COUNCIL
VOTED IN SECRET**

Montpelier Council Put the Franchise in Amended Form

Under cover of an executive session the city council at its fortnightly meeting last night made radical amendments to the tentative franchise drafted by Barre and Montpelier council committees and before adjournment was taken the essential changes were so near the irreducible minimum that the original draft preserved few of the important features written into it at the joint committee meeting last Thursday. It was Alderman Bruce who moved the council into executive session after the routine business had been dusted from the table, and from that moment on the franchise occupied the undivided attention of the council members. Sometime after the press had been muzzled, however, the sum of \$25 per year was voted the inspector of fire alarms and the fire committee was instructed to investigate the advantage of a safe and sane fourth.

If the draft as offered by the joint committee differed markedly from the franchise submitted by the Tenney company a few weeks ago, the gulf between the two was far wider when the council had done with amending. Among those who voted out of existence certain features provided by the joint committee it was stated today that the action taken probably precluded the possibility of acceptance by the traction company. As an instrument such as the company might desire it is a franchise in name only, a sugar coated pill concealing a lethal dose of poison which the traction folks will undoubtedly disgorge as soon as its true contents are learned.

Where the committee franchise sought to have the 5-cent fare apply to the city limits of Barre the council last night extended its area to the town line between Barre and Montpelier, thereby fixing the fare from any terminal in Barre to the Montpelier line at five cents. Sections No. 13 and 16, referring in the one instance to schedules and in the other to fares and their modification were struck out, as the council expressed an aversion to permitting any appeal to the courts or to the public service commission on questions of fare and schedule. Sections 4, 19 and 21, however, referring to the size of tracks and rails, to improvements and to the extension of lines, were approved by the council and on these sections the company, if the franchise were to be accepted by it, could carry appeals to the public service commission. In the 18th section, therefore, the company, now bound by the present franchise agreement, to extend its lines to the city limits on Washington and South Main streets, might appeal to the commission if it seemed feasible.

To-day it was said that unanimity prevailed on every amendment and that the council seemed disposed to concede only such measures as did not appear to sacrifice any essential rights now enjoyed by the city. In the event that the draft, as amended, should be acceptable to the traction company, it is probable that the council will refer to the voters in city meeting the question of its final acceptance.

Leeway of 10 days is allowed delinquents in the matter of paying street sprinkling assessments and at the expiration of that time all accounts are to be placed in the hands of the city attorney with instructions to collect. Action of this character grew out of a report from the street committee, which recommended that this procedure be followed. Reporting on the levy against the government for street sprinkling in front of the federal building, the committee members stated that due notice was not served the government last year and therefore the money could not be collected. Notice for the present year, however, had been served and the assessment may be collected in the fall. The report was accepted and the 1916 assessment was abated.

Street committee reports served to clean up a good bit of unfinished business. For instance, the committee recommended that a portion of Tremont street be graded and a cement walk laid as far down as the Sowden property;